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Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,526 號陸廿白伍千肆萬壹第 日英十月亥年十叁緒光 HONGKONG, TUESDAY, OCTOBER 25TH, 1904. 式拜禮 號廿十式月十一年肆零白九月壹英港香 PRICE, \$3 PER MONTH.


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THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

[a1381]

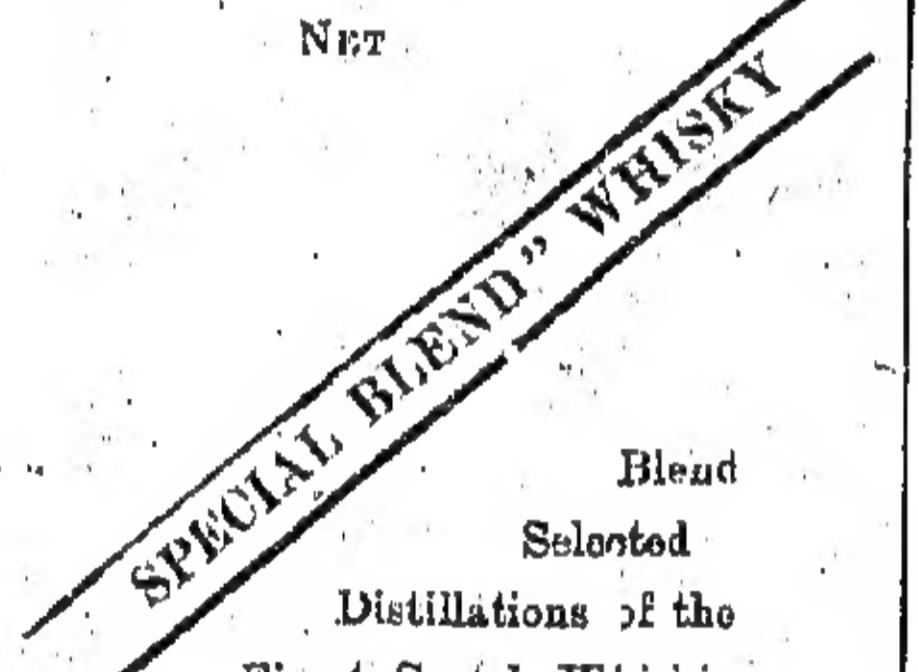
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" " 1 " Flasks 8.00
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[a2188]

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Perfection... \$14 per doz.
Finest Liqueur... \$16 per doz.
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FOR LEASE OR SALE.
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Hongkong, 5th August, 1904. [a1912]

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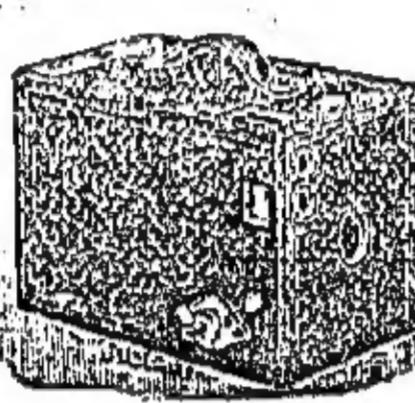
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Cool Rooms, Comfort of Residents, and the Cuisine a specialty.

For terms apply— B. F. HOWARD,
Manager.

Hongkong, 7th October, 1904. [a1621]

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Hongkong, 15th August, 1904.
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Less old than the above.

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THE ELITE OF WHISKY—
THE "PALL MAIL," \$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

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AGENCIES THROUGHOUT THE EAST.

U. QUEEN'S ROAD.

Hongkong, 6th October, 1904. [a35]

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They can be purchased in Hongkong from the SOLE AGENTS ONLY, viz.—

LANE, CRAWFORD & CO.

Hongkong, 23rd September, 1904. [a34]

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NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY.
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A FIRST CLASS HOTEL IN EVERY RESPECT

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Private Bar and Two Billiard Rooms for
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Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
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Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hote at separate tables.

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Hongkong, 10th June 1902. [a1802]

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Special Rates for Tourists.
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Hongkong, 31st October, 1902. [a49]

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CANTON HOTELS.

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to MACAO, thence to CANTON and back to
Hongkong will be found interesting and
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Hongkong, 10th June 1902. [a1026]

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A most pleasant retreat for those desirous of
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One steamer (a.s. Heungshan), daily, to and
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Hongkong, 1st September, 1904. [a145]

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DESIGNS FORWARDED ON APPLICATION.

Hongkong, 15th August, 1904. [a1708]

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S. MINAMI, Manager, Hongkong.

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CHAMPAGNE BREWERS AND
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Hongkong, 18th May, 1903. [a21]

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SHIPPIERS.

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SHIPPIERS.

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We are in a better position than ever before to meet our Customers' requirements. Casks of Sherry, Hogsheads of Whisky and Brandy, Pipes of Port, and Bottled Wines Maturing in Bins or packed in cases ready for export may be seen in every direction as far as the eye can reach.

Our Wine Vaults are well worth a visit, and we cordially invite any of our Customers to come and judge for themselves.

A. S. WATSON & CO.
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FACTURERS, &c., &c.

31

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ONLY COMMUNICATIONS relating to the news columns
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Correspondents must forward their names and ad-
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not for publication, but as evidence of good faith.

All letters for publication should be written on
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No anonymously signed communications that have
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Liber's

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MARRIAGES.
On the 24th October, at the Peak Church, Hongkong, y the Rev. F. T. Johnstone, BRAZEN JOHN BARLOW, younger son of the late B. J. BARLOW, of Victoria Park, Dover, to FLORENCE MAUD BARR, second daughter of C. Lionel BARR, Aston Flanville, Leicestershire. [2519]

On the 19th October, at Shanghai, MATTHEAS F. LAND to EMMA FRANCIS HAMM.

The English Mail of the 24th September was delivered in London on the 22nd inst.

In the six-a-side matches last evening Knyvett's team beat Rutherford's by 2-1, and Williams's team beat Boyd's by 4-0.

Six bags of mail arrived by the Kowloon on Sunday, via Manila, and were delivered in Hongkong at once. Coming round by that way made it very late.

The only cases of communicable disease reported last week were three Europeans with enteric fever (two imported from Japan and one from West River), three Chinese and one Japanese (also enteric).

Rear-Admiral Charles Jackson Train, of the American navy, assumed chief command of the Philippine squadron on the 19th inst., reaching Manila on board the *Korea* and at once flying his flag from the *Rainbow*.

Return of visitors to the City Hall Library and Museum for the week ending the 23rd October, 1904, were 275 non-Chinese and 86 Chinese to the former, and 112 non-Chinese and 1,872 Chinese to the latter institution.

The total appropriation made for the insular government and for the city of Manila during the fiscal year 1904 amounted to \$15,389,653.76 and the total appropriation for the fiscal year 1905 amounted to \$13,2882.21, making a reduction in appropriations for the fiscal year 1905, as compared with the fiscal year 1904, of \$2,176,776.55, or 4,335,553.10 pesos.

We have received a copy of an exceedingly handy pocket map of the Philippines Islands. It is described as the "Rand McNally Indexed Pocket Map," and it also comprises enlarged inset maps of Manila city and the country interested in the Philippines—over to the casual visitor who may want to have his whereabouts clearly set out—the map should prove of value, while the index of place-names is in itself an extremely useful addition. Being a cheap publication, although there is nothing cheap in the general get-up, printing and paper being both good, the map should find a ready sale. It is somewhat curious to find old problems which have been dealt with more or less for many years out here and elsewhere turning up afresh in the lost country to which fate has called the Chinese immigrant. Fortunately there is one quality which the Chinaman has that will mitigate a great deal of the harm which might be supposed to arise from certain of his habits. He always keeps very much to himself, and

has no idea of forcing his ways upon other people, if indeed, of even advocating them. This makes all the difference in respect to a great deal that he does. If the gambling resorts that he sets up were likely to be a temptation to Europeans, it would be unquestionably the duty of the State to put them down in the same way as any other institution likely to lead the community to temptation and harm. But no European ever thinks of going to a Chinese gambling house, and the matter therefore stands upon a special footing. The same considerations apply to opium smoking.

The Chinese get on very well notwithstanding their indulgence in a habit which would be pernicious to Europeans; and there is very little chance of their example in this respect affecting any person not of their nationality—or at least any of European nationality. We may not particularly like either habit, but after all, in a public point of view the question is not a matter of taste, but of the amount of potential harm. Of course such questions stand upon a somewhat different footing in this Colony to that on which they rest in countries to which the Chinese have emigrated, with no idea of becoming permanent residents; but merely as sojourners for a specific purpose and for a limited time. Here we have a certain moral responsibility with regard to the established native residents and may be expected to do as much as is possible for raising them in the moral and social scale. But with men who merely come for a few years to work and to return to their own country with the products of their labour, it is as much as can be asked that, while they are treated with justice, they should not be interfered with in their ways of life more than is necessary to prevent their doing harm to those around them. This danger, however, as before observed, is reduced to a minimum through the tendency of the Chinese, wherever they are, to keep to themselves. As time goes on their ways will become understood; and there is no reason why they should not be as valuable in developing the South African mines as they were in former times in constructing the Pacific Railway—and this without doing any serious harm to the people around them. It has been suggested that the Chinese might exercise a pernicious influence upon the native population; but this is in the highest degree improbable—indeed it is outside serious consideration. The Chinaman looks upon black men as so entirely beneath him that it is certain he will have nothing to do with them—and the South African native on his part regards the Chinaman with quite as little respect. The great thing for our friends in South Africa to avoid is anything like over fussiness in dealing with the Chinese. It is wise policy not to raise too many points or even to pay too much attention to points which they themselves raise, except of course where they are of manifest practical importance.

The *Pall Mall* on September 23rd had the following suggestive item:—A Reuter telegram from St. Petersburg says that the disturbances at Odessa yesterday were, it is stated, not of an anti-Semitic but of an anti-military character, having been fomented by Reservists, who are alleged to have refused to go to the Far East. A detachment of troops which was sent to suppress the disturbances is said to have refused to obey orders. Details are lacking.

With reference to "Banyan's" note in yesterday's issue on the "Blake" hat we may as well say that the gubernatorial hat is not an innovation. Lord Curzon, Viceroy of India, three years ago sanctioned the placing on the Indian market of a "Curzon" hat; while in Ceylon, before Sir Henry Blake's arrival, there was, by permission of his predecessor a "Ridge-way" hat much affected by the male community of the island.

Mr. John James Blake has passed his master's examination. He was examined by Commander Dawes, R.N., and Capt. Evans, of the C.P.R. s.s. *Tartar*.

During nine months ended last March the total commerce of the Philippine Islands showed an increased value of more than a million dollars, according to the Bureau of Insular Affairs.

Mr. Henry Clarence Hogan of Hogan & Co. engineers, Singapore, has been granted a patent to last 14 years for an invention for "An improved machine for and method of moulting, decorticating, degumming, washing and cleaning fibrous leaves and plants."

Interviewing the war correspondent of *Le Journal*, after Liadyang, General Kuropatkin indulged in a safe prophecy: "Ah, monsieur, you have already witnessed many terrible events," said the Generalissimo, with the most complete serenity, "but if you stay on with the Russian army you will see a good many more. That I can promise you."

At a Trades Union Congress in England recently, in the course of a discussion on the "traffic in Chinese slaves," one of the speakers gave advice in these terms: "When you see a Chinaman hit him on the head." It was subsequently explained that the remark was intended to be taken in its Pickwickian sense.

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Paderewski has been creating a furor in Australia. At Sydney, when he played before enthusiastic audiences, it is reported that at the close of one recital men and women stood on chairs cheering excitedly. Then the platform and the artist's room were rushed by about 200 young women, some of whom threw their arms round Paderewski's neck. The writer adds compositely—"The great pianist seemed to enjoy the experience." Paderewski is coming to the East shortly, and it will be interesting to see whether his enjoyable experiences in Australia will be repeated here. It should be remembered, however, that he is a married man now.

The Courtships of Catherine II. of Russia, by Mr. Philip W. Sergeant [late editor *Hongkong Daily Press*], which Mr. T. Werner Laurie is to publish, will doubtless revive many of the scandals associated with the name of an Empress who in spite of the flaws in her private character, was one of the greatest monarchs Russia has ever had. She extended the frontiers of the Russian Empire as no Sovereign had done since Ivan the Terrible; she improved the administration of the Empire, introduced a new code of laws, and was a great patron of art and literature. Interwoven with the record of her government from the throne from which her adherents deposed her husband is that of her relationship with various men who, throughout her rule, gained more or less ascendancy over her. Among these favourites were some at least of remarkable character such as the brothers Orloff, and notably, Gregory Potemkin. The last-named was the organiser of Catherine's wonderful journey from St. Petersburg to the Crimea, when Potemkin entertained her not only with fireworks, but also with the view of houses, villages, and parks constructed for the occasion, and of a rural population moved by order from place to place.

The arrival in Hongkong Harbour yesterday of the steamship *Telemachus* which had in tow an old French man-of-war whose fighting days are over, furnished an exceptional opportunity for the propagation of war news made on the spot. It was freely rumoured in town that a dismantled and disabled Russian cruiser had sought shelter in Hongkong from the treacherous Japs, and that the vessel was in a terribly battered condition. The fact was that the *Telemachus* brought in an ancient receiving ship which was on duty at Saigon until it got beyond repair. The quondam man-of-war was recently sold for scrap-iron and has been brought to Hongkong to be broken up. The vessel presented a most woe-begone appearance when she arrived, and from a distance looked as if she had undergone all the stress of a long sustained bombardment. Prior to being sold by auction the warship was stripped of everything that had the slightest value. The decks were strewn with odds and ends of shipping gear, broken-down ladders, scraps of rusty iron, and a heterogeneous mass of useless rigging and tackle. The journey from Saigon, however, had been satisfactorily accomplished, notwithstanding the heavy monsoon which was encountered. It is stated that the boat shipped water freely and the pumps were used every six hours to clear the hold. The sum of \$10,000 was paid for the tow, which was accomplished at a uniform speed of four knots an hour.

Sir Pelham Warren, K.C.M.G., H.B.M.'s Consul-General at Shanghai, has received a telegram from the British Minister at Peking to the following effect:—"Trade Marks Regulations.—Be so good as to inform the Chairman of the Chamber of Commerce that on October 1st, I informed H.M.'s Government by telegram of the objections urged at the public meeting, and on receiving his letter of September 30th, cabled the points mentioned therein. I have referred the question to H.M.'s Government, but until I receive instructions I am unable to ask for postponement."

We have heard nothing definite yet of the retirement—enforced or otherwise—of the American consul at Shanghai. The *China Review*, however, says:—In connection with the enforced retirement of Consul-General Goodnow from Shanghai, by order of the President of the U.S.A., we have had placed before us documents by Mr. Browne-Burke, in connection with several extraordinary actions on the part of Mr. Goodnow, which *prima facie*, were quite enough to prohibit his further continuance in office. The same paper reports, in another issue, that Mr. Davidson, F.R.G.S., late American Consul in Formosa, and recently appointed to Anting, has been given the post *pro tem.*

In the City of London Court last month, in the case of "Abrahams v. Gompertz," the plaintiff, of Houndsditch, sued the defendant, of High Beech, Loughton, for £26 for repairing a large and elaborate musical-box to his order. Mr. P. H. Oliver, for the defence, said that the musical-box was originally made for the Chinese Court, and was formerly in use at the Palace in Peking, but it was looted when the troops were there recently. The defence was that the box was badly repaired. The plaintiff said that the box contained too many tunes to make them distinct. At the Chinese Court noise, and not music, was required. No Englishman would have such an article in his house, although it was very beautiful to look upon. Its cost was £175. Judge Bentoul was then invited to hear the musical-box play. Two tunes were played, the first, "Daisy Bell," and the second, the "Soldiers' Chorus" from *Faust*, given in polka-time, a funny effect being produced, bells, castanets, drums, fifes, and flutes being employed. The Judge said that he would like to hear a popular tune—he had not recognized either of the others—but none was played. The further hearing was adjourned.

HONGKONG VOLUNTEERS.

The Volunteers at Stonecutter's Island are visibly smartening in their drill. Yesterday morning there was a spirited exhibition by the Maxim section, and in the afternoon also the men showed a hearty enthusiasm in their work which would have charmed the heart of the strictest martinet. About 50 men remained on the island during the day, and judging from their attitudes when the first afternoon boat went across they seemed to find life one grand sweet dream, only to be dispelled by the voice of the drill sergeant. One or two ladies went across to the Island in the course of the day, and visitors of the sterner sex also proceeded by the launch to chaff their soldier friends and partake of the camp hospitality, which was of the most generous character. As far as the drill was concerned, there was nothing of special note; while it lasted it was trying, no doubt to those with relaxed muscles, but before the end of the week the volunteers should be in the pink of condition, and their manoeuvres should be worth seeing.

The Hongkong Volunteer Mounted Troop yesterday evening went out for a ride to Deep Bay. They mustered in front of the City Hall at 5.30 p.m., looking very smart.

"THE LADY SLAVEY."

Pollard's *Lilliputians* were as happy last night in this musical comedy as they were in the previous week's performances. Master Teddy Macnamara was a most amusing Lord Lavender, and Miss Olive Moore quite a charming adventuress. Miss Daphne Pollard as Phyllis had her usual rounds of hearty applause. The Heintz *Lilliputians* shone among the strolling minstrels, with Fred Pollard and Harold Fraser as the other two, doing good work. Willie Thomas was a most musical Major O'Neill. The part of Captain Fitznorris was filled by Oscar Heintz. Miss Irene Finlay was good as Vincent Evelyn. The Major's daughters had two clever exponents in Miss Merle Pollard and Miss Nellie Sheldon. The lawn at the Manor House was an excellently mounted scene. Altogether, the children performed in such a way that many will be sorry to hear the company is so soon to leave us. We are not even to have "A Gaiety Girl" on Wednesday night as promised.

To-night the Company give their last performance in Hongkong. The announcement that they would repeat to-morrow by special request "A Gaiety Girl" has been cancelled, as the Company leave for Shanghai by the German Mail steamer.

HISTORY REPEATING ITSELF.

The battleship *Hibernia*, of 16,350 tons (or 17,600 tons with her full stowage of coal), will enjoy the distinction of being the largest ship launched in 1804. She will carry four 12-inch, four 9.2-inch, and ten 6-inch guns. Her length is 425 feet and breadth 78 feet. Weighing these figures, said the *Daily Graphic*, in order to compare them with H.M.S. *Hibernia* launched exactly a century ago. It is a curious coincidence, to which attention has not been drawn before, that the *Hibernia* launched in November, 1804, was the largest man-of-war ever launched in England up to that date. Her displacement was 2,499 tons, length 241 feet (long keel 167 feet), extreme breadth 53 feet, and she carried 130 guns of four descriptions, namely, 32, 24, 18, and 9-pounds.

THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

THE YENTAI HOLOCAUST.

RUSSIAN LOSSES 14,042.

TOKYO, 24th October.

Marshal Oyama reports that further investigation makes the number of Russian prisoners 709, and of Russian corpses, 13,533. Of these, 5,200 were in front of the right army, 5,603 in front of the left, and 2,530 in front of the central army.

[REUTER'S SERVICE.]

RUSSIAN LOSSES AT SHAHO, 55,868.

LONDON, 22nd October.

It is announced in St. Petersburg that the Russian losses at the battle of the Shaoho amounted to 55,868. The number of killed is estimated at 12,000.

THAT HONGKONG CIGAR FACTORY.

From enquiries made here in Manila, says the *Cableman*, it looks as if that "La Estrella Preciosa" cigar factory in Hongkong is indulging in somewhat questionable methods in order to gain patronage. In its circular its directors say: "We have decided to transfer our Far East business to Hongkong, a free port, in order to facilitate all transactions with our numerous customers."

In the foregoing, though not directly stated, it is implied that the factory had previously been doing business in Manila, by this means it being evidently intended to secure the prestige which attaches to the cigar factories of this city. As a matter of fact there has been no factory of that name in Manila recently, and so far as is known, at any time. It would thus appear that the Hongkong concern is deliberately trying to make capital out of false representations.

While not definitely known, it is hinted that the Hongkong company has been organized by Chinese capital, and this appears likely.

As to its confessed purpose of taking the Hongkong and China coast trade from Manila the concern will at least not gain any advantage over Manila through theerever law owing to the fact that cigars or other goods exported are exempted from tax.

There seems no question, however, but that in many ways the Hongkong company will have advantage over the factories in this city and will affect the Chinese trade to a greater or less extent.

It is not yet learned whether the commission intends taking any steps in the matter, but it is demonstrated that the Hongkong concern is getting into the Manila trade doubtless a remedy will be found in such legislation as will put the company out of business.

In a later issue, the *Cableman* says:

Vice-Governor Ide and Collector Hord, who were both seen yesterday regarding the possibility of Manila's cigar trade along the Chinese coast being affected by the factory which is now running there, are inclined to the view that the Hongkong concern conveys no serious threat to the Manila firms.

While Collector Hord could see no factor whatever which might injure to the success of the "Estrella Preciosa," and give it an advantage over the Manila factories, the vice-governor was inclined to think that in the matter of labour the former would be better off. As generally known, the scale of wages which prevails in Hongkong is much lower than that which obtains in the Philippines, and as in the making of cigars the element of labour cuts quite a substantial figure in the balance of profit and loss, it would seem that at least the Hongkong factory would have some advantage.

According to figures just published by the Bureau of Insular Affairs at Washington, last year Hongkong and the British East Indies bought more than one-half of the total export of cigars from the Philippines. While a large part of this amount was doubtless for transhipment, a good part was doubtless used in Hongkong and other eastern cities. It would therefore appear that the Hongkong and China trade is not to be despised, and that any factor which affects or threatens to affect it cannot be altogether neglected.

POLICE COURT.

THE CHINESE IN SOUTH AFRICA.

[FROM A SOUTH AFRICAN CORRESPONDENT.]

You will no doubt be interested in Hongkong in the question of how the Chinese are settling down to their new work in the mines in the Transvaal. From all appearances the results of introducing the Colonial will be very much the same as has been experienced in other parts of the world where his services have been called into requisition, so far as the work itself is concerned—and this is in a practical point of view the most important question—there seems little reason to doubt that Johnny Chinaman will prove the same plodding, industrious labourer in the Transvaal as he has shown himself to be everywhere else. Those least inclined to appreciate the Chinaman as a whole have never been disposed to accuse him of laziness. He has many bad and many unpleasant ways, but he certainly does not mind work—always provided that it leads to its natural result—an adequate return in the almighty dollar. So the newly-arrived Chinese have according to all reports given full satisfaction to the mine-owners, so far as their actual work is concerned. They went down merrily into the mines, and soon showed how much could be accomplished by steady work, and at first they seemed very fairly amenable to discipline. The awful results of bringing the Chinese into the Colony which had been predicted by those whose chief aim always seems to be to throw obstacles in the way of the settlement of all matters, whether economical or political, in the Transvaal, were soon found to be moonshine. The Chinese duly arrived at Durban and were easily transferred to the sphere of their labours, and the world still went round as usual. There was no outbreak of plague, and no clash with the Kafirs; nothing like slavery or oppression, and no sign of any serious inconvenience to the European residents. All has been so far satisfactory, and sanguine persons began to believe that the great labour question had been finally settled as good a way as such a question ever can be adjusted. But of late there have been signs that it is not all *coulour de rose*. The Chinaman may emigrate to any part of the world, but he is the Chinaman still; and it has not been long before he has begun to show in the Transvaal the old familiar ways that make him so troublesome a subject to deal with in other parts of the world—in Hongkong to some extent among them. Soon after arrival half a dozen of the Celestials who had come with the first "batch" found it convenient to desert from their employers, and endeavour to strike out in some more congenial pastures than were afforded by underground work in the Transvaal mines. Fortunately there are very simple laws in the Colony as to servants who desert from the service of their masters, and the local magistrate was able by means of them to deal very promptly and effectually with deserting Celestials. With their habitual respect for the "Mandarin" they accepted the situation, resigned themselves to the fines imposed upon them by the "Devil official," and returned, sadder and wiser men, to their duties. But a more serious development of Chinese propensities has of late become manifest. A Chinaman is never happy without his guild or secret association, and those who knew them were quite prepared to find something of this kind cropping up ere long in South Africa. Sure enough an enterprising Celestial was one day discovered giving himself out as the President of the "Chinese Labour Association," and haranguing an admiring audience of his fellow countrymen upon the wrongs they were subjected to, especially in the matter of wages, which he declared were too low. The authorities got wind of the affair and arrested the energetic orator and some of his followers, who were charged with conspiracy and endeavouring to induce other Chinamen to leave their work. I don't hear that anything more has been done, so I suppose the matter has沉没ed down, and that dismissal with a caution has been considered sufficient to meet the exigencies of the case. I don't imagine there is very much in it. Probably the men had best get hold of by some of the labour agitators, who are as active in this part of the world (and will very likely be as mischievous) as they are in most places; but the incident is not reassuring and portends difficulty in the future. The Chinese are too well versed in the arts of labour combinations and secret organisations to require any schooling, and it is to be regretted that they will be sure to find persons only too willing to set them going in this direction at the mines. Such attempts, however, won't go much farther than causing occasional temporary inconveniences as the ordinary laws of the Transvaal are quite sufficient to meet insubordination on the part of natives (among whom the Chinese will rank), and the Chinaman is shrewd enough to know when he is well off, as he undoubtedly is in his new sphere. It is stated that some few of the men engaged have been permitted to return to China with the object of informing their fellow countrymen how well off the immigrants are, and inducing others to follow. This seems a little too good to be true, and I should think it is not unlikely that these benevolently disposed gentlemen are in tow of the Labour Association and will use their endeavours to prevent fresh emigrants accepting pay lower than they think desirable. When a Chinaman gets into a good thing, he is not as a rule anxious to call the whole of the Flower Land to come and share it with him. I don't suppose, however, that any attempt of this kind will have much effect. The labourers are being brought from too many different directions to make it possible to influence them all in this manner; but still, if

the employers are wise they won't allow too many to go back to China with the benevolent object of spreading the good tidings.

There have already been signs of trouble in the direction of gambling establishments, and some of the new immigrants have been made acquainted with local laws against public gambling houses. Whether these enactments will be of any good as a means of restraining the Chinaman's innate tendency to gamble remains to be seen. I myself should very much doubt it. A Chinaman will have his opinion and his *jau-tan*, and all attempts to stop them are sure to be evaded. The utmost that can reasonably be done in something in the direction of a fine, and after a time this merely becomes a matter of calculation—so much gain from the houses to the good, and so many fines to be added up periodically—say at China New Year—to be placed *per contra*. If the authorities in the Transvaal intend to prosecute every gathering of Chinese for a friendly little gamble they will have enough to do. In time I imagine they will find it advisable to have a blind eye to a few little irregularities and take the Chinaman's good work for the benefit of the Colony and leave his moral development to other influences. It is not likely to be greatly furthered by statutory enactments.

The real difficulty which is ahead is the possibility of the Chinese as they increase in numbers forming secret societies and causing trouble in the same way as the *Cee Hongs* and *To Pe Kongs* in the Straits Settlements. The "Labour Association" incident shows how ready they are to attempt such combinations; and, as time goes on and they get to know better how they stand, there is every likelihood of organisations springing up of a troublesome character. One good feature is that the immigrants are not all coming from the same provinces. The northern men from Manchuria are not likely to coalesce very greatly with those from the southern ports; and thus the tendency to any general combination will be modified; and the conditions of life—in compounds and divided off into the different mines—are such as will prevent factionalism and rivalry among themselves ever attaining serious dimensions. Still it would be too much to hope that the Government will not have a few troublesome matters to deal with from time to time; there is no reason to fear anything that cannot be handled with a little tact and common sense.

UNDESIRABLE ALIENS.

[BRITAIN AND AMERICA IN AGREEMENT.]

For a considerable time past the people of Britain have recognised the dangers resulting from the indiscriminate admission of aliens. The leading organs of the press inaugurated a vigorous campaign against the dumping of undesirables on the land of the brave and the free. The records of the London police courts furnished a highly suggestive commentary on the ways of the alien, who excelled in crimes of violence, thefts and other serious offences. The magistrates' fulminations against the "undesirables" were quoted daily, until public opinion was so aroused that the Government introduced a Bill, which was intended to deal with the immigration of foreign scrools to England. It is doubtful, however, whether that Bill will become law, this session at least, and the noted caricaturist F. C. G. had a skit on the subject in the *Westminster Gazette* some time ago. It represented Mr. Balfour, in bathing dress, leading an urchin named "The Licensing Bill" away from the water, while a flattened figure of a child labelled "Aliens Bill" floated serenely towards the horizon. The explanatory note under the caricature read—

"She left the baby on the shore—
A thing she'd often done before."

The struggle in the East, and new interests at home, have temporarily obscured the alien question, but in America it is rapidly assuming importance in view of the immense numbers who emigrate from the most ignorant districts of Russia, Austria, and Italy. The *Exporters' and Importers' Journal*, which represents the feeling of merchants in New York, Boston and Chicago, has a rather alarmist article on the subject in its latest issue. During 1903, it is stated, nearly a million aliens entered the United States; at New York alone 642,959 steerage passengers were landed. These figures are regarded as startling, and the newspaper in question goes on to say: What is even more startling is the fact that the great majority of these new-comers represent the least interesting classes of the world's population. It is not the Englishmen, or the Germans, whom we would heartily welcome, who are coming to claim our hospitality and repay it by helpful work to aid the country in its progress. The number of these classes is pitifully small. More than two-thirds of the great aggregation which came to swell our population came from Austria-Hungary, Italy, or Russia. All these nations have among their citizens energetic, pushing men who would do credit to any nation—but these men remain at home, where they can use their energies to their own and their country's advantage. It is the poorer and more uninviting classes that come to this country. It is the men who are burdens at home who are flocking to our shores to become burdens here, and this fact throws a gloomy pall over the figures which tell of our swelling population. The time has come when some step must be taken to reduce the overwhelming flood of immigration which is deluging our land. This great Republic was not established at the expense of blood and treasure to provide an asylum for the criminals or the paupers of Europe, but that is what it is fast becoming."

Mr. H. F. Brady, H.B.M.'s Consul at Foo-nung, left for Home by the English Mail on nine months furlough. Mr. Playfair is to resume the substantive appointment of Consul at the port in the meantime.

HAMBURG LETTER.

[FROM OUR OWN CORRESPONDENT.]

Hamburg, 20th September.

THE DEATH OF PRINCE HERBERT BISMARCK.

The news of the death of Prince Herbert Bismarck, the son of the first Chancellor of the German Empire, at Friedrichshafen on Sunday morning, the 18th inst., will have reached you by this cable. The Prince had been suffering for some time from liver disease, the progress of which all the skill of his medical advisers had not been able to stem, but it was only quite lately that it became acute, and a week ago it was only suspected by a few outside the family that his life hung on a thread. He leaves a wife, the daughter of Count Hoyos, well known in aristocratic circles in London, whom he married in 1892, and five children, the two eldest being girls; the oldest of the three boys, heir to the title and the estates, Prince Otto Christian Archibald, has not yet attained his twentieth year.

The late Prince was born at Berlin on Dec. 21, 1849, but, his father holding the appointment of Prussian ambassador to the Diet at Frankfurt-on-Main, and afterwards that of ambassador to the Court of St. Petersburg, he spent most of his early years with his family in those towns, until at the age of sixteen he, together with his younger brother Wilhelm, who died three years ago, entered the Friedrich-Werder gymnasium in Berlin.

After having passed his final examination most creditably, he matriculated at the university of Bonn, where he at the same time served his year as a volunteer in the King's Regiment of Hussars. When the war with France broke out in 1870 he joined the 1st Dragoons, with whom he rode in the famous cavalry charge at Mars-la-Tour; he was severely wounded and even reported dead. He shortly afterwards received the order of the Iron Cross and his commission. Peace having been concluded, he returned to his studies, this time in Berlin, where he passed the several State examinations in the usual course and entered the diplomatic service in 1874. Although nominally attached to the legations at Munich and Dresden, he was chiefly engaged in acting as secretary to his father, who found in him an apt and promising pupil. This went on whether he was studying colonial politics under Dr. Kaiser in Berlin or holding diplomatic posts elsewhere, until he entered the Foreign Office in 1881. He was shortly afterwards appointed to the German embassy in London under Count Münster, where he remained for two years, making many friends. In 1884 he was removed to St. Petersburg, and thence after a few months as ambassador to the Hague. Whilst in Holland he was ordered to London, where he was successful in settling the boundary question of the Cameroons and New Guinea to the satisfaction of his Government. During his absence he was elected member of the Reichstag by the district of Jerichow in Schleswig-Holstein, and in May, 1885, received his appointment as Under Secretary at the Foreign Office; in the following year he was promoted to the post of Chief Secretary, when owing to his father's failing health the sole charge of affairs devolved upon him. He obtained Cabinet rank during the short reign of the Emperor Frederick, and on the accession to the throne of the present sovereign accompanied him on a round of visits to some of the Courts. When his father retired from office, he also resigned and devoted himself entirely to the improvement of the family estate of Schönhausen, taking his seat in the Reichstag only when matters of paramount importance were being discussed. On the death of the great Chancellor he succeeded to the family estates and to the title of Prince, that of Duke of Lauenburg lapsing, having been conferred on his father for life only.

The Prince's remains will be deposited in the mausoleum at Friedrichshafen, which he erected in memory of his parents and where they too are interred.

THE HIBERNIA COAL MINES.

I mentioned some time ago that in consequence of negotiations then pending between the Prussian Government and the Hibernia Coal Mining Co. of Westphalia for the purchase of their property, the mining market had been greatly excited, and that shares, more particularly those of colliery companies, had advanced considerably, although the scheme did not seem to be viewed with favour either by the shareholders of the Hibernia or by the public generally. I may state in parenthesis that Hibernia's starting about 100 have since reached 270! At a general meeting of the company held for the purpose three weeks ago the offer of the Government was submitted to the shareholders, but declined, being considered too low; besides it was argued that the interference of Government had as a rule proved anything but advantageous to trade, as witness the "Borsengesetz." A second resolution was then passed authorizing the issue of fresh shares to the extent of six million marks in order to meet the increasing requirements of the concern. The Dresden Bank, who own shares to the amount of 18 million marks, acquired probably with a view to further the ends of the Government, abstained from voting, although two of their directors were present besides a lawyer from Hamburg holding a special power of attorney from the bank. They entered a protest against the legality of the proceedings, alleging that the resolutions had been passed by a majority of barely more than one-half of the number of shareholders, whereas according to the articles of association of the company a majority of three-fourths was required to decide upon the question of liquidation, and that a sale of the property must be considered equivalent to the winding up of the concern. It was stated in reply that the rules did not prescribe a majority of three-fourths, but only the presence of that number; that

rather more had attended that day, and that the abstention from voting on the part of the bank could make no difference. The latter has now filed a petition in court for the rescission of the resolutions passed at the general meeting, and have in the meantime obtained an injunction staying the issue of fresh shares. It is currently believed that, at the reopening of the Prussian Chambers, the Minister of Commerce, Herr Möller, will bring in a Bill authorizing the purchase on behalf of the State of a moiety of the shares now held by the Dresden Bank, the value of which at present is something like \$4 million marks. Whether the Chamber will sanction so great an outlay remains to be seen, particularly if the acquisition of these shares be intended as a first step towards the acquisition of the whole property, for in that case it would probably defeat its own object, for the Government, being an interested party, would be by law debarred from voting on the question at any subsequent general meeting.

HIS MAJESTY AND THE HAMBURG AMERICA LINE.

It is announced that Captain von Grunne, naval A.D.C. to the Kaiser, has, by special desire of his Majesty, been invited to join the Board of Directors of the Hamburg-American Line; that he has accepted, and will take charge of the nautical department. He will retire from active service, but will retain his position as A.D.C. to the Emperor. This is a fresh proof, if such be required, of the importance the latter attaches to the development of the mercantile marine of the country.

SHIPBUILDING IN GERMANY.

Shipbuilding in private yards is making rapid progress; it appears from the official returns as reproduced in one of our local newspapers, that they have turned out in 1898 333 vessels of 208,835 T. Reg.

1898	46	236,6	4
1899	46	272,773	"
1900	35	291,703	"
1901	44	270,998	"
1902	47	303,311	"
1903	33	37,038	"

showing an increase within the six years of 174 vessels and of 96,479 tons, which is entirely due to orders for home account.

Vessels built or bought abroad numbered in

1898	46	52,065	T. Reg.
1901	60	110,374	"
1903	33	37,038	"

A BRITISH STEAMER IN QUARANTINE.

The British steamer *Bishopsgate*, which arrived from West Africa on the 29th ult., has been placed in quarantine, owing to a suspicious case of death on board and the discovery of dead rats. The latter have been handed over to the medical authorities for examination, whilst the cargo, consisting chiefly of cereals, has been discharged into lighters through wire nettings, in order to prevent any rats, dead or alive, from being taken ashore. The men working on board have been provided with overalls and gloves, so as to minimize the risk of infection. Fortunately, no plague bacilli have been discovered so far. The *Bandana*, a later arrival, was stopped for the same reason, but has since been released.

COSTLIEST STEAMERS AND CHEAPEST FARES.

The summer of 1904 has witnessed the cheapest ocean passenger fares on record, at the same time when both in the United Kingdom and in Germany the largest and most costly steamers in the world are being built for the two great steamship companies which are the keenest of all the competitors on the Atlantic. Two pounds by third class to New York from Dover, Liverpool, or Southampton means about eight miles for one penny, and in addition board and lodgings for a week in steamers many of which provide accommodation for their third class passengers such as could not be obtained by first class passengers forty years ago, when the largest steamer on the Atlantic was the famous *Scylla*, of 3,871 tons the last and largest of ocean paddle steamers.

The cost of the vessels that carry passengers at these cheap rates, and still more the cost of the steamers now building for the lines that are carrying on the rate war, is in striking contrast to the fares charged. When the Cunard line came into existence it began operations with a subscribed capital of £270,000, and that was sufficient to build four steamers for the Atlantic mail service as well as three other smaller vessels for the inter-Colonial mail service, with Halifax as their starting point. It is certain that not one steamer intended for the Atlantic mail service is being built for so small a sum as £270,000 within the last fifteen years, or, to put it more accurately, since 1888, when the *City of New York* and the *City of Paris*, the first Atlantic mail steamers of over 10,000 tons, were launched. The latest addition to the list of German ocean racers, the *Kaiser Wilhelm II.*, was insured for over one million sterling when she was ready to run her trial trip.

It is evident, however, that the *Kaiser Wilhelm II.* will not long be the most costly merchant steamer in the world. The two great vessels building for the Cunard line will be of at least 30,000 tons gross, as compared with the 20,000 tons of the *Kaiser Wilhelm II.*, and their engine power will exceed that of the German by at least 20,000 horse-power. So that if the cost of the vessels is increased in proportion it cannot well be less than one million and a half; and as it is reported that one, if not two, ships are now building at Stettin to exceed the largest of the Cunard line, if possible both in tonnage and in speed, their cost will be more than that of the largest Cunard liner.

The *C.P.R.* steamer *Empress of India* arrived at Shanghai at 10:30 p.m. on Saturday, the 22nd Oct., and left again at 8 p.m. on Sunday, the 23rd Oct. for Hongkong, where she is due to arrive at 8 a.m. to-morrow.

The *C.P.R.* steamer *Empress of China* arrived at Nagasaki at 9:30 a.m. on Monday, the 24th Oct., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 8 p.m. to-day.

The *C.P.R.* steamer *Athenaeum* left Yokohama for Vancouver on Saturday, the 22nd Oct. p.m.

The O.S.S. & C. steamer *Yangtze* left Singapore on the 22nd Oct., and is expected here on the 27th Oct.

The A.L. steamer *Priester* left Shanghai for this port on the 23rd Oct.

The Pucknall Line steamer *Barbadoes* left Shanghai via Foochow for this port on the 22nd Oct., and is expected here to-morrow.

The O.S.S. & C. steamer *Macao* left Kobe yesterday daylight for Hongkong via Shanghai, and is expected here on the 5th prox.

MISCELLANEOUS.

The s.s. *Hin Sang* brought 2,700 tons of sugar from Sourabaya for Messrs. Jardine, Matheson & Co.

The s.s. *Lady Mitchell* arrived from Saigon yesterday with 300 tons of rice for Messrs. Blackhead & Co.

The s.s. *On Song*, from Kuching, brought 4,175 tons of coal here.

The s.s. *Nanhai*, from Saigon, has 2,800 tons of rice on board.

The China Navigation s.s. *Kaijou* brought 2,000 tons of rice here from Ilolo.

The s.s. *Chin Sang* brought 2,300 tons of rice here from Saigon.

The s.s. *Bailey*, from Cardiff, has 2,900 tons of coal on board.

The China Navigation s.s. *Shantung* brought 3,000 tons of sugar here from Samarang.

The s.s. *Elizabeth Richmonde* brought 2,400 tons of rice from Bangkok for Messrs. Butterfield & Swire.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.

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(Same Premises as Messrs. Ah Chee).

TELEPHONE NO. 135.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unclaimed. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 6th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

KOWLOON CRICKET CLUB.

A MEETING of Members of the above Club will be held in the SEAMEN'S INSTITUTE, Kowloon, TO-MORROW (WEDNESDAY), the 26th inst., at 9 p.m. HAROLD C. AUSTEN, Hon. Sec., Pre-Tem. Hongkong, 23rd October, 1904. 2517

R.A.O.B.

KING EDWARD VII. LODGE NO. 910.

A REGULAR MEETING of the above LODGE will be held in the R.A.O.B. CLUB ROOMS, TO DAY (TUESDAY), 25th inst., at 8 for 8.30 p.m. Visiting Brethren cordially invited.

BUSINESS—

ELECTION OF OFFICERS. No. 1, Queen's Road East, Hongkong, 14th October, 1904. 1603

NOTICE.

We respectfully invite the Public to an EXHIBITION OF WATER COLOUR PAINTINGS.

BY REKNOWNED JAPANESE ARTISTS, TO be held on the First Floor of No. 10, Queen's Road Central, for TEN DAYS, from the 28TH INST., TO THE 7TH PROXIMO.

The Paintings show the attainments of Japan in the Arts of Peace as the Glorious Victories of our Army and Navy proclaim the nation's attainments in the Art of War.

Your Sympathy with our Country in the present struggle will add to the value of the Paintings as Mementos. They are most suitable for CHRISTMAS and NEW YEAR GIFTS. A Number of Pictures relating to the War will be included in the Exhibition.

G. FUKUCHI,

(of Yokohama).

Hongkong, 25th October, 1904. 2518

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the Secretary to the Governor, Sandakan, on or before the 15th November, 1904, for the year 1905, or for the Revenue Farms, for the year 1906, or for the three years 1905, 1906, 1907.

OPIUM FARMS.

SPIRIT LICENSE FARMS.

PAWNBORROWING FARMS.

GAMBLING RESTRICTION FARMS (North Borneo only).

For particulars apply to— MESSRS. GIBB, LIVINGSTON & CO., Hongkong, 27th August, 1904. 2084

BRITISH NORTH BORNEO.

CUSTOMS FARM 1905.

TENDERS are invited up to 12 Noon, 15th November, 1904, for the Customs Farm, including the sole right to collect all Import and Export duties payable to Government exclusive of Import duties on Wine, Beer and Spirituous liquors which are farmed separately, and Export duty on Estate Tobacco, Timber, Coal, Minerals, Cutch and Manufactured products for the year 1905.

Tenders may be for the whole territory (exclusive of Province Clarke) extending from Seipung River in Pades Bay on the West Coast, to Toushuk Point, Sibuk Bay on the East Coast, including all Bays, Rivers and Islands within the State, or for each separate district.

Each tender should state the monthly rent tendered.

This Farm is subject to the laws and regulations now in force or to any laws or regulations which may from time to time be enacted or is used by Government.

Any further information on the subject may be obtained from Messrs. Gibb, Livingston & Co., Hongkong, the Finance Commissioner, Sandakan, or from the Residents or Officers-in-Charge of the different districts or stations.

Tenders should be sealed and addressed to the Secretary to the Acting Governor of British North Borneo.

Every tender must state the nature of the security to be offered, and which must be partly in cash, to be deposited in an approved Bank or partly in land and house property.

The Government does not bind itself to accept the highest or any tender.

Hongkong, 27th August, 1904. 2085

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTON'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy each.

Hongkong, 22nd December, 1903.

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS,
"GLENWOOD,"
27, CAINE ROAD,
Hongkong, 19th March, 1904. 2265

"TANG YUEN."

BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine and Accommodation.

Apply— MANAGERESS,
Macdonnell Road
or

FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1904. 271

BOARD AND RESIDENCE

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.

Hongkong, 1st January, 1902.

INTIMATIONS

THEATRE ROYAL
CITY HALL

Under the Distinguished Patronage of H.E. Sir MATTHEW NATHAN, K.C.M.G.

POSITIVELY LAST NIGHT!

POSITIVELY LAST NIGHT!!

POLLARD'S

LILLIPUTIAN
OPERA COMPANY.

TO-NIGHT! TO-NIGHT!!

TO-NIGHT (TUESDAY).
OCTOBER 25TH,

The Brightest, Most Tuneful Production and
Wittiest of the Season.

"THE LADY SLAVEY"
NEW SONGS AND DANCES.

Late Train and Ferry Launch will leave
quarter of an hour after the performance.

Plans Now Open at the ROBINSON
PIANO CO.

Hongkong, 24th October, 1904. 2504

EOTHEN MARK LODGE, No. 284.

A REGULAR MEETING of the
A. EOTHEN MARK LODGE will be
held at the FREEMASONS' HALL, on
FRIDAY, the 28th instant, at 5 for 5.30 p.m.
Visiting Brothers are cordially invited to attend.

Hongkong, 24th October, 1904. 2505

VICTORIA RECREATION CLUB.

WANTED.

FROM 1st November, A EUROPEAN
STEWARD for the above Club. Salary
to commence \$120.00 per month.
Applications in writing, accompanied by
references, to be addressed to the undersigned.

HAROLD C. AUSTEN,
Hon. Secretary.

Hongkong, 22nd October, 1904. 2496

STEAMSHIP "BARON GORDON"
ASHORE ON THE BOMBAY
SHOAL.

TENDERS will be received at the Office of
the undersigned up to NOON, on
THURSDAY, 27th October, for—

(1) Salvage of all gear and materials on the
basis of percentage of the value recovered.
No cure no pay.

(2) Purchase of the vessel as she lies on the
Bombay Shoal. The undersigned do not
bind themselves to accept the highest or
any tender.

GILMAN & CO.,
Lloyd's Agents.

Hongkong, 22nd October, 1904. 2497

NOTICE.

THE SOUTH CHINA TRADING COM-
PANY have this day started business as
IMPORT, EXPORT AND GENERAL
COMMISSION AGENTS at No. 18, Bank
Buildings, First Floor.

E. MOOTEE,
General Manager.

Hongkong, 21st October, 1904. 2487

NOTICE.

MRS. ERMA GUIOU having purchased
from the 1st November, 1904, the business of a
Boarding House lately carried on by Mrs.
WILLSON, at 49, Pottinger Street, Victoria,
Hongkong; the business will hereafter as from
the 1st November, 1904, be continued by Mrs.
ERMA GUIOU under the Style of the
"PENSION FRANCAISE."

All debts due by and to Mrs. HELENA
WILLSON up to the 21st October, 1904, will
be paid and received by Mrs. WILLSON.

Dated this 20th day of October, 1904.

ERMA GUIOU
HELENA WILLSON.

2507

FOR SALE.

A FIVE-ROOMED HOUSE at the Peak.
Also, a finely situated Croquet Ground
near to above.

For particulars, apply to— TURNER & CO.

Hongkong, 22nd October, 1904. 2494

FOR SALE.

A MERICAN Bark "EVIE J. RAY," 919
tons net register, now in port. For parti-
culars, apply to the Captain on Board or
SANDER, WIELER & CO., Agents.

Hongkong, 15th October, 1904. 2416

THE SWATOW GRASS CLOTH, SILK
and DRAWN THREAD WORK
DEPARTMENT.

Wholesale and retail quotations particulars
and samples, will be sent free on application to
the above depot.

Swatow, 9th June, 1904. 2160

TAI WOO,
PHOTOGRAPHER AND PORTRAIT
PAINTER.

DEVELOPING and PRINTING Under-
taken. Views for Sale.

36, Queen's Road Central, 2nd Floor.
Hongkong, 8th August, 1904. 1932

A. LING & CO.,
FURNITURE STORE
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. 2276

AUCTIONS

PUBLIC AUCTION.

UNDER Instructions from PERCY JAMES
BUCKLAND, Liquidator, NAGASAKI
HOTEL, LIMITED, we shall sell, in one lot
as a going concern, on the premises of the Hotel,
At 11 A.M. on
TO-DAY (TUESDAY), OCT. 25TH, 1904.

THE VALUABLE PROPERTY
known as the
NAGASAKI HOTEL, LIMITED,
with all Furniture and Fixtures,
CONSISTING OF

Land Lot No. 43
" 44
" 45
Land rent paid to M-reh 31st, 1905.

The building is built of brick and stone and
contains 56 Rooms.

All BEDROOMS contain TEAK FURNI-

TURE, BRASS BEDSTEADS and WIRE
MATTRESSES. TABLES in DINING
ROOM also made of TEAK.

BILLIARD ROOM, containing TWO
BILLIARD TABLES, by Thurston & Co.,
London, and, by Brumwick, Balke,
Callender Co., San Francisco, U.S.A.

Complete Set of PLATES, CUTLERY, &c.,
for 120 persons.

ELECTRIC LIGHT PLANT, containing
TWO SETS of ENGINES, BOILERS, and
DYNAMOS (each 500 light capacity).

REFRIGERATING PLANT by J. & E.
HELL, Limited, and COLD STORAGE ROOM.

THE USUAL OUTHOUSES.

Stock of WINE and PROVISIONS on
hand, estimated value Yen 4,000.

On View between 10 A.M. and 12 Noon, from
15th October

Inventories may be obtained at the Office of
this Paper.

TERMS of SALE.—10% on fall of Hammer
Possession November 1st, 1904.

For further particulars, apply to
R. H. POWERS & CO.

Auctioneers, 113, Bund, Nagasaki,
Nagasaki, 22nd September, 1904. 2376

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by Public Auction,
TO-DAY (TUESDAY),
the 25th OCTOBER, 1904, at 2.30 P.M., at his
SALES ROOMS, Queen's Road,

A FINCE ASSEMBLAGE OF
JAPANESE CURIOS.

Comprising—

SATSUMA, FINE CLOISONNE,
BRONZES, TEA SETS, and ORNA-
MENTS;

SILK EMBROIDERED TABLE
COVERS, CUSHIONS and HANDKER-
CHIEFS;

HANDSOME EMBROIDERED
SCREENS, SCROLLS and CUT VELVET
PICTURES;

IVORY INLAID PANELS.

&c., &c., &c.

TERMS of SALE.—As Customary.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 24th October, 1904. 2503

PUBLIC AUCTION.

SHIPPING.

ARRIVALS.	
Capt. DIEDERICHSSEN, German str., 774, II. Schlukier, 24th Oct.—Haiphong 20th Oct., General—Johsen & Co.	
CHIANG, British str., 1,424, II. Roepke, 24th Oct.—Shanghai 20th Oct. and Swatow 23rd, General—Jardine, Matheson & Co.	
ESANG, British str., 1,127, W. F. Bichard, 24th October—Tientsin 13th Oct., Chefoo, 6th and Swatow 23rd, General—Jardine, Matheson & Co.	
HINSANG, British str., 1,536, W. E. Sawyer, 24th Oct.—Surabaya 13th Oct., Sugar— Jardine, Matheson & Co.	
LADY MITCHELL, British str., 780, Frampton, 24th Oct.—Saigon 19th Oct., Rice and Rice-flour—Chinese.	
LEGAZPI, American str., 563, D. Yribar, 24th October—Manila 21st October. General— Barreto & Co.	
ONSANG, British str., 1,757, J. T. Davies, 23rd October—Moj 17th October, Coal—Jardine, Matheson & Co.	
PINGSEY, British str., 4,150, Elliston Warrall, 24th October—Shanghai 21st October, General—Butterfield & Swire.	
TELENACUS, British str., 1,340, J. William son, 24th Oct.—Saigon 12th Oct., Rice and Meat—Chinese.	
YUENSANG, British str., 1,128, T. M. Meyrick, 24th Oct.—Manila 21st Oct. General— Jardine, Matheson & Co.	
CLEARANCES.	
AT THE HARBOUR MASTER'S OFFICE. 24th October.	
Apenrade, German str., for Haiphong Chansang, British str., for Chefoo Haitan, British str., for Swatow Hanoi, French str., for Haiphong Pingay, British str., for Singapore Samsen, German str., for Swatow Waikoro, British str., for Amoy.	
DEPARTURES.	
24th October.	
NANHAN, British str., for Japan. SIMONGAN, Dutch str., for Saigon. XATILING, British str., for Samarang.	
VESSELS IN DOCK.	
24th October.	
ABERDEEN DOCKS.— KOWLOON DOCKS.—U. S. S. Pathfinder, U. S. S. Decatur, U. S. S. Fathomer, U. S. S. Hannibal, U. S. S. Chancery, H. I. G. M. S. Han- nah, S. S. Tsuan. COSMOPOLITAN DOCK.—Derwent, Chantico, Sofala.	
VESSELS ON THE BERTH	
DOUGLAS STEAMSHIP COMPANY. LIMITED.	
FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship "HAITAN."	
Captain Roach, will be despatched for the above ports TO-DAY, the 25th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 22nd October, 1904. [2498]	
IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHE LLOYD, BREMEN.	
FOR SHANGHAI, NAGASAKI, HIODO AND YOKOHAMA.	
THE Imperial German Mail Steamship "PRINZ REGENT LUITPOLD," Captain H. Kirchner, due here with the out- ward German Mail about WEDNESDAY A.M., will leave for the above places about 12:24 hours after arrival.	
NORDDEUTSCHE LLOYD. For Further Particulars, apply to MELCHERS & CO., Agents. Hongkong, 24th October, 1904. [2499]	
NIPPON YUSEN KAISHA.	
FOR MARSELLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	
THE Bucknall Line Steamer "BAROTSE," Captain A. Lee, will be despatched as above on THURSDAY, the 27th inst., at DAYLIGHT. For Freight, apply to A. S. MIHARA, Agent. Hongkong, 17th October, 1904. [2461]	
EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.	
FOR SYDNEY AND MELBOURNE. Calling at Port Darwin and QUEEN'S LAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)	
THE Steamer "EMPIRE," Captain P. T. Hulme, will be despatched for the above ports on WEDNESDAY, the 16th November, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Cham- ber, which ensures the supply of Fresh Pro- visions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.	
A Stewardess and a duly qualified Surgeon are carried.	
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 18th October, 1904. [2472]	
FOR CANTON.	
THE new and fast Twin-Screw Steamer "SAN CHEUNG," 931 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUE- DAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.	
First-class Fares, \$3 each way. Second- class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.	
CHEUNG ON STEAMBOAT CO., LTD. No. 147, Cannington Road Central. Hongkong, 15th March 1904. [2473]	
NOT RESPONSIBLE FOR DEBTS	
NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for ANY DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.	
KENTMERE, British Ship, T. E. Burch— Standard Oil Co.	
E. B. SUTTON, American barque, Johnson— Order—	

VESSELS ADVERTISED AS LOADING.

DESTINATION	VEHICLE'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	MALACCA.....	Brit. str.	A. E. Street.....	P. & O. S. N. Co.	27th inst., Noon.
LONDON, &c. VIA PORTS OF CALL.....	CORONADEL.....	Brit. str.	G. M. Montford.....	P. & O. S. N. Co.	5th Nov., Noon.
LONDON, AMSTERDAM & ANTWERP.....	MACHAO.....	Brit. str.	McIntosh.....	BUTTERFIELD & SWIRE.....	12th Nov.
JASON.....	Brit. str.	T. G. Steeves.....	Gibb, LIVINGSTON & CO.	About 19th Nov.	
BABOCE.....	Brit. str.	A. Lee.....	BUTTERFIELD & SWIRE.....	22nd Nov.	
ZIETEN.....	Brit. str.	F. von Binsz.....	NIPPON YUSEN KAISHA.....	27th inst., Daylight.	
BRISBANE.....	Ger. str.	Schilke.....	BUTTERFIELD & SWIRE.....	5th Nov.	
SLAVONIA.....	Ger. str.	Madsen.....	MELCHERS & CO.	To-morrow, Noon.	
SEGOVIA.....	Ger. str.	Schoenfeld.....	HAMBURG-AMERIKALINE.....	4th Nov.	
SENEGAMBIA.....	Ger. str.	Jahrg.....	HAMBURG-AMERIKALINE.....	18th Nov.	
ARMENIA.....	Ger. str.	Forst.....	HAMBURG-AMERIKALINE.....	29th Nov.	
C. FRED. LAEISZ	Aus. str.	von Hoff.....	HAMBURG-AMERIKALINE.....	11th Jan.	
TRISTESE, &c., VIA SINGAPORE, &c.	ZIETEN.....	Mistrorigo.....	SANDBE, WIELER & CO.	28th inst. P.M.	
GENOA, MARSELLES & LIVERPOOL	AGAMEMNON.....	R. Day.....	BUTTERFIELD & SWIRE.....	22nd Nov.	
NEW YORK, VIA PORTS & SUEZ CANAL	KENNEDY.....	STANDARD CH. CO.	Aboard 12th Nov.		
VANCOUVER, VIA SHANGHAI, &c.	ST. HUGO.....	DODWELL & CO. ED.	About 25th Nov.		
VICTORIA (B.C.) & TACOMA VIA JAPAN.	E. OF INDIA.....	DODWELL & CO. LTD.	2nd Nov.		
VICTORIA (B.C.) & SEATTLE VIA N' SAKI, &c.	LYRA.....	G. V. Williams.....	16th Nov.		
PORTLAND, OREGON	NUMANTIA.....	F. N. Evans.....	CANADIAN PACIFIC R. CO.	16th Nov.	
AUSTRALIAN PORTS	TAITAR.....	G. V. Williams.....	CANADIAN PACIFIC R. CO.	16th Nov.	
AUSTRALIAN PORTS	YANGTZE.....	G. V. Williams.....	BUTTERFIELD & SWIRE.....	29th inst.	
AUSTRALIAN PORTS	TAIWAN.....	G. V. Williams.....	PORTLAND & ASIATIC CO.	1st Nov.	
SHANGHAI	TAIWAN.....	G. V. Williams.....	BUTTERFIELD & SWIRE.....	27th inst.	
AMOY, MANILA, CEBU & ILOILO	TAIWAN.....	G. V. Williams.....	BUTTERFIELD & SWIRE.....	29th inst.	
FOOCHOW, VIA SWATOW & AMOY	CHASUAN.....	H. W. Kenrick.....	BUTTERFIELD & SWIRE.....	16th Nov.	
TAMSUI, VIA SWATOW & AMOY	CHASUAN.....	H. W. Kenrick.....	BUTTERFIELD & SWIRE.....	16th Nov.	
TAMSUI, VIA SWATOW & AMOY	CHASUAN.....	H. W. Kenrick.....	BUTTERFIELD & SWIRE.....	16th Nov.	
ANPING, VIA SWATOW & AMOY	CHASUAN.....	H. W. Kenrick.....	BUTTERFIELD & SWIRE.....	16th Nov.	
SWATOW, AMOY & FOOCHOW	CHASUAN.....	H. W. Kenrick.....	BUTTERFIELD & SWIRE.....	16th Nov.	
SWATOW & FOOCHOW	CHASUAN.....	H. W. Kenrick.....	BUTTERFIELD & SWIRE.....	16th Nov.	
MANILA	CHASUAN.....	H. W. Kenrick.....	BUTTERFIELD & SWIRE.....	16th Nov.	
MANILA VIA AMOY	CHASUAN.....	H. W. Kenrick.....	BUTTERFIELD & SWIRE.....	16th Nov.	
MANILA	CHASUAN.....	H. W. Kenrick.....	BUTTERFIELD & SWIRE.....	16th Nov.	
MANILA	CHASUAN.....	H. W. Kenrick.....	BUTTERFIELD & SWIRE.....	16th Nov.	
MANILA	CHASUAN.....	H. W. Kenrick.....	BUTTERFIELD & SWIRE.....	16th Nov.	
SINGAPORE PENANG & CALCUTTA	CHASUAN.....	H. W. Kenrick.....	BUTTERFIELD & SWIRE.....	16th Nov.	



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"TRISTESE,"
Captain Mistrorigo, will be despatched as above
on FRIDAY, the 28th inst., P.M.

For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents.
Princes Buildings.

Hongkong, 4th October, 1904. [3]

STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL.

THE Steamer

"KENNEBEC"

will be despatched as above on or about the 12th
November.

For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK.

Oriental Freight Department.

Hongkong, 14th October, 1904. [2439]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamer

"BENALDER,"

Captain McIntosh, will be despatched as above
on or about the 19th November.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd October, 1904. [2499]

FOR LONDON AND ANTWERP.

THE Steamer

"BENALDER,"

Captain McIntosh, will be despatched as above
on or about the 19th November.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd October, 1904. [2499]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong, on

Week Days, at 7:30 A.M., and on Sundays,

at 8:30 A.M.: Departs from Macao on Week Days,

about 2 P.M., and on Sundays at 6:30 P.M.

FARES—(week days) 1st Class, including cabin
and servant, \$1.50; Return Ticket, \$1.

2nd Class, \$1. 3rd Class, 50 cents.

Every Sunday will be on excursion at the
following rates:

1st and 2nd Class, Single Ticket \$1, Return

\$2. 3rd Class, Single 30 cents; Return

50 cents. Steering 10 cents.

Tiffin and Dinner can be supplied either on

board, or at the Macao Hotel, for returning

Passengers only, at an extra charge of \$2.

On Sundays, Passengers desiring to have a

Private Cabin, which has accommodation

for two or more Passengers, will be charged \$3 extra.

First Class Passengers who do not care to

return on the Excursion Sunday, will be allowed

to do so the following day (Monday) on prediction

of the Return Half Ticket

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

MAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PYREHUS"	On 25th October
GLASGOW and LIVERPOOL	"YANGTZE"	On 27th October
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th November
GLASGOW and LIVERPOOL	"NINGCHOW"	On 11th November

HOMEBWARDS.

FROM	STEAMERS	TO SAIL
MARSEILLE and LONDON	"ULYSSES"	On 5th November
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 12th November
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November

Taking cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"YANGTSZE"	On 1st November
For Freight, apply to—	BUTTERFIELD & SWIRE, AGENTS.	

Hongkong, 25th October, 1904.

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
MANILA	* "TEAN"	On 25th October
AMOY, MANILA, CEBU and ILOILO	* "KAIFONG"	On 26th October, 4 P.M.
SHANGHAI & NEW CHENGHUA	+ "WOOSUNG"	On 27th October
CHEFOO & NEW CHENGHUA	+ "PAKHOI"	On 28th October
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	* "TAIYUAN"	On 29th October
KOBE	* "TSINAN"	On 29th October, 4 P.M.
SWATOW and CHEFOO	"KANSU"	On 4th November

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th October, 1904.

**INDO-CHINA STEAM NAVIGATION CO.
LIMITED.**

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.		
FOR	STEAMERS	TO SAIL
* MANILA VIA AMOY	"YUENSANG"	Wednesday, 26th Oct., 10 A.M.
* SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Thurs., 27th Oct., 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 25th October, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL. The following chartered steamers will sail at intervals of about 3 weeks:

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COUETFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

For Freight, apply to

GIBB, LIVINGSTON & CO., AGENTS.

Hongkong, 27th September, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"COROMANDEL". Captain G. M. Montford, L.N.E.R., carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 5th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Oceania", 6,610 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt", due in London on the 18th December, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 24th October, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZEE CANAL. PROPOSED SAILINGS FROM HONGKONG.

"ST. HUGO" ... About 25th Nov.

"SHIMOSA" ... 18th Dec.

For Freight and further information, apply to DODWELL & CO. LTD., Agents.

Hongkong, 9th August, 1904.

NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

The Company's Steamship

"MARIA VALERIE".

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo to

From Levant ex s.s. "Urania", transhipped at Port Said.

From Venice ex s.s. "Venus", transhipped at Trieste.

From Trieste ex s.s. "Imperator", transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before NOON, on the 25th October, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th October, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 18th October, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA".

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings cargo to

From London, &c., ex s.s. "Macedonia",

and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., To-day, the 21st inst.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 21st October, 1904.

FROM HAMBURG, ANTIWERP, PENANG AND SINGAPORE.

THE HAL. Steamship

"SEGOVIA".

Captain Schöpfeldt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before To-day, the 21st inst.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st October, 1904.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

\$25 per Quarter.

EXCHANGE LINES.

NO CHARGE FOR INITIAL INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets

can be supplied.

ELECTRIC SUPPLIES:

BATTERIES, CHEMICALS,

ELECTRIC BELLS, INSULATORS,

POST OFFICE NOTICES.

A mail despatched from London on the 3rd September, via New York was received here on the 23rd inst., per S.S. *Korea*.
The *Prinz Regent Luitpold*, with the German mail, left Singapore on Friday, the 21st inst., at noon, and may be expected here to-morrow.
The *Empress of India*, with the Canadian mail, left Shanghai on Sunday, the 23rd inst., at 8 p.m., and may be expected here to-morrow.

MAILS WILL CLOSE

FOR	PER	DATE
Macao	Tuesday	25th, 7.00 A.M.
Canton	Tuesday	25th, 7.30 A.M.
Swarow, Amoy and Foochow	Tuesday	25th, 9.00 A.M.
Haiphong	Tuesday	25th, 9.00 A.M.
Hanoi	Tuesday	25th, 10.00 A.M.
Wuchow	Tuesday	25th, 1.00 P.M.
Macao	Tuesday	25th, 1.15 P.M.
Singapore	Tuesday	25th, 4.00 P.M.
Manila	Tuesday	25th, 5.00 P.M.
Hoichow and Haiphong	Tuesday	25th, 5.00 P.M.
Yokohama	Tuesday	25th, 5.00 P.M.
Kouang-nou and Kunchik	Tuesday	25th, 5.00 P.M.
Nautao	Tuesday	25th, 5.00 P.M.
Sando	Tuesday	25th, 5.00 P.M.
Swarow, Amoy and Foochow	Tuesday	25th, 5.00 P.M.
Canton	Tuesday	25th, 5.00 P.M.
Macao	Wednesday	26th, 7.00 A.M.
Wangkow	Wednesday	26th, 7.30 A.M.
Zietzu	Wednesday	26th, 8.00 A.M.
Amoy, Manila, Coban and Haio	Wednesday	26th, 9.00 A.M.
Samchui, Shining, Takking and Wuchow	Wednesday	26th, 9.00 A.M.
Canton	Wednesday	26th, 9.00 A.M.
Kouang-nou and Kunchik	Wednesday	26th, 9.00 A.M.
Nautao	Wednesday	26th, 9.00 A.M.
Sando	Wednesday	26th, 10.00 A.M.
Europe, &c., India via Tunicin	Wednesday	26th, 10.00 A.M.
(Date Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Wednesday	26th, 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Wednesday	10.45 A.M.
Macao	Letters	11.00 A.M.
Amoy, Manila, Coban and Haio	Wednesday	11.15 P.M.
Samchui, Shining, Takking and Wuchow	Wednesday	11.30 P.M.
Canton	Wednesday	11.30 P.M.
Kouang-nou and Kunchik	Wednesday	11.30 P.M.
Nautao	Wednesday	11.30 P.M.
Sando	Wednesday	11.30 P.M.
Macao	Thursday	11.30 P.M.
Canton	Thursday	11.30 P.M.
Amoy and Manila	Thursday	11.30 P.M.
Honggy	Thursday	11.30 P.M.
Quang Chow Wan	Thursday	11.30 P.M.
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